

# SAN DIEGO SHIP MODELERS GUILD NEWSLETTER

SEPTEMBER 2024

32° 43'N



117° 10'W

VOL LII, No 9

## GUILD OFFICERS

[John Walsh](#)

Guild Master

[Tom Hairston](#)

First Mate

[Isaac Wills](#)

Purser

[Karl Zingheim](#)

Log Keeper

[Alex Roel](#)

Newsletter Editor

## COMMITTEE CHAIRS

[John Walsh](#)

Web Master

[Chris Sullivan](#)

Photographer

[John Walsh](#)

Presentations

[Jon Sanford](#)

Model Shop

[Isaac Wills](#)

Youth Coordinator

[Steve Scheet](#)

Fair Coordinator

[John Walsh](#)

Community Build

# HELP A BROTHER OUT

San Diego Ship Modelers *Guild*.

So, what does it mean that we call ourselves a guild?

As I arrived at a Guild meeting several months ago a fellow Member withdrew something from his pocket and handed it to me. It was a smallish (4"x4"x1") tan box with an olde-timey label affixed; I had an idea of what was inside.

I had previously related to Chuck Seiler that I had reached the rigging stage of my paper model build of LA TEDIOSA (née SAN SALVADOR): Chuck had casually inquired about the scale of my build.

I opened the box and sure enough there were several scale period flags that Chuck had generously made for me, printed on very thin cigarette paper. Over the next couple meetings Chuck brought improved versions (2 and 3 in the round tins) to be sure I had *the best* flags for my build. This is just one example of what it means to be a Guild.

Happy 53<sup>rd</sup> Guild Anniversary... *and thank you Chuck!*



*Alex*



MMSD Supporter

San Diego Ship Modelers Guild  
1492 North Harbor Drive, San Diego CA, USA 92101  
sdshipmodelersguild.org

established 1971 by Bob Wright and Russ Merrill



NRG Chapter Club



Apologies if you came here looking for my usual pontifications; this month it's strictly business.

As discussed at the August meeting, we have been unable to transfer full control of the Guild's banking assets from former Purser Jon Sanford to current Purser Isaac Wills. This has resulted in problems with depositing Members' dues and reimbursing expenses, as well as bogged down our general leadership operations as bandwidth has had to be constantly channeled to trying to solve this ongoing issue.

For the past six months, we've tried to not bother the general membership with these woes (after all, you elect us as Officers in order to take care of these types of problems) but our research has led us to the hard understanding that this isn't going to be a simple fix.

Banking regulations are significantly stricter than they were when our Guild's account was first set up. Instead of being able to pass the account from one Purser to the next, we are being told that we must have every signatory present in order to add a new person. Considering that not all of them are still alive, the account cannot be transferred to a new Purser.

We need to start fresh with a new account that is set up in a manner that allows for signatories to be added and dropped as Officers take on and leave their roles. In order to do this, we are required to officially become a 501(c)(7) social club and have an Employer Identification Number (EIN) from the IRS. No one joins a ship modelers guild because they want to start filing papers with the government and worrying about tax exemptions. Unfortunately, we are likely to

### ***In This Issue***

- [Help A Brother Out](#)
- [From the Quarterdeck](#)
- [It All Began With VOLANTE](#)
- [A Sea Shanty](#)
- [Last Meeting](#)
- [Show and Tell](#)
- [Flotsam and Jetsam](#)
- [Tales of the FLY: A Study](#)
- [TITANIC Build Log](#)
- [Cool Tool](#)
- [Home Port](#)
- [The Bitter End](#)

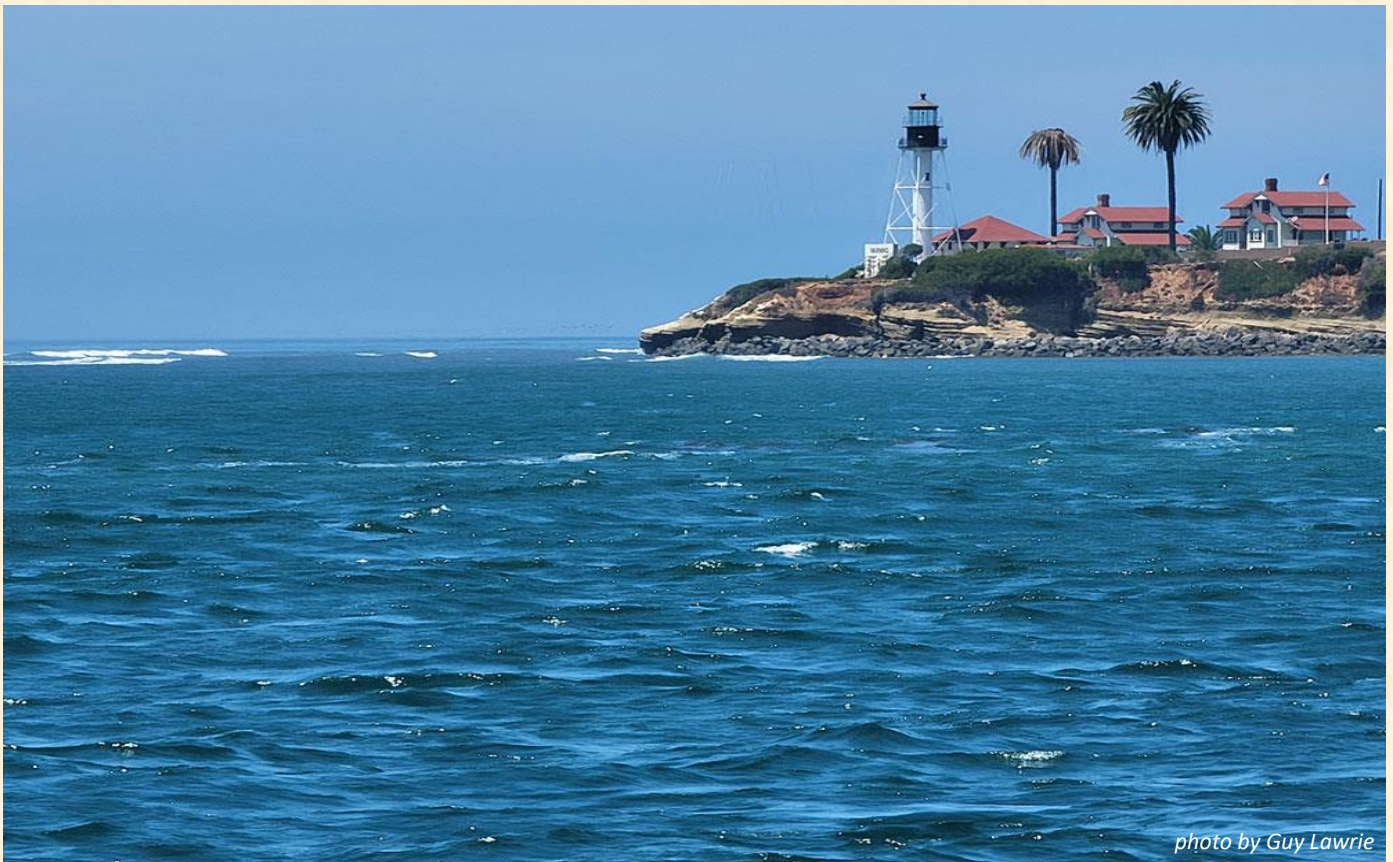
have to start doing exactly that.

I'm putting all of this out there because (1) I want to be transparent about what's going on and (2) I'm asking for anyone with any expertise or even just general knowledge in this area to step forward and offer your thoughts on how we should proceed with this situation.

Once the frustration of this "growing pain" is behind us, our Purser can actually deliver on the promise of ongoing full fiscal transparency I discussed back in February. Until then, thank you for your patience as we make our way through these rough waters. I look forward to a future of:

Fair winds and following seas,

***John Walsh, Guild Master***



*photo by Guy Lawrie*



## It All Began With VOLANTE by Chuck Seiler

“It all started with a \$23 Model Shipways kit of the VOLANTE.” That is how a 2006 letter by Guild co-founder Bob Wright recalling the Guild’s origins begins. The story was documented variously in our Newsletter three times between 1971 and 2014 ([JAN 2000](#), [JUL 2006](#) and [APR 2014](#)) but the



*Model Shipways kit of the VOLANTE*

origin story has taken on much more “ink” in terms of writing and discussion these past few years. The Guild is vibrant and is proud of its past.

How it went: In 1971, Bob Wright was working on a model of the two-masted schooner VOLANTE. He was having problems building the model and he beefed to his friend Al Hollie that it would be nice if there was a club where one could discuss issues such as this. Al agreed. Bob also shared his thoughts with eventual co-founder Russ Merrill, who owned a local hobby store. Russ thought it was a good idea and said he would talk to some of his customers. Bob then approached Captain Ken Reynard about holding club meetings at the Maritime Museum of San Diego. Ken was master of the STAR OF INDIA at the time and Executive Director of the Museum. Bob had worked with Ken on the restoration of the STAR, so he was familiar with both the captain and the Museum. Captain Reynard was all in favor of it.

As Bob states in his letter published in the July 2006 Newsletter:

*“The first meeting was held at 8pm, 30 July 1971 in the office on the STAR, which was aft of the saloon. Russ took the minutes. About 9 people came to the first meeting.”*

Together Bob and Russ submitted a formal written request to Captain Reynard, who presented it to the Museum’s board of directors at the next board meeting. The board approved and notified Bob in writing by letter, dated 17 August 1971. The one stipulation was that the Guild join the Nautical Research Guild. That accomplished, the Guild began meeting regularly shortly thereafter and the rest

is history (dues were 50 cents, by the way.) The Guild was founded as a place where ship modelers helped ship modelers. That tradition continues today.

Bob Wright passed in December 2014. I had the opportunity to informally speak with him some months before that at a Guild meeting. He said when the club started 40+ years before (at the time) they had no idea it would last so long. He was proud and pleased with what the Guild had become. His closing statement in his 2014 interview with Guild Master Bob Riddoch was “I am sure all the past Members who are no longer with us would be pleased with how well the present Members are keeping the craft alive. Keep up the good work!” The Guild remains a vibrant source of ship modeler help with models ranging from static to RC; from wood, plastic, and paper, to cardboard and LEGOS. Member ages range from 7 to 87 (or more.) (Trivia question: Who is the oldest Guild Member?) I am sure that Bob and all those early Members would be VERY pleased with what the Guild has become.



Editor's Note:

Memory is a funny thing: perhaps that's why our Guild celebrates the creation of our organization more than once a year on an annual basis. Shrouded in the mists of time are various (and sometimes conflicting) accounts of our history. Now, *when* was that first meeting?

- SUMMER 1971 Bob Wright conceives idea of a ship modeling club
- SUMMER 1971 meets with Captain Ken Reynard of MMSD / STAR OF INDIA
- SUMMER 1971 meets with Russ Merrill of Hillcrest Hobby and Craft
- 20 JUL 1971 meeting of MMSD Board of Directors (approves hosting of club)
- 30 JUL 1971 “first meeting” (9 attendees, last Friday selected for meetings)
- 17 AUG 1971 letter of grant received from MMSD
- SEP or OCT 1971 “first meeting” (4-5 attendees, first Friday selected for meetings)

*Now you know why we celebrate our Guild in July, August, and September.*





## The WELLERMAN

Listen to it on  
 YouTube

There once was a ship that put to sea  
The name of the ship was the BILLY OF TEA  
The winds blew up, her bow dipped down  
O blow, my bully boys, blow (huh!)

Soon may the WELLERMAN come  
To bring us sugar and tea and rum  
One day, when the tonguin' is done  
We'll take our leave and go

She'd not been two weeks from shore  
When down on her, a right whale bore  
The captain called all hands and swore  
He'd take that whale in tow (huh!)

CHORUS

Before the boat had hit the water  
The whale's tail came up and caught her  
All hands to the side, harpooned and fought her  
When she dived down low (huh!)

CHORUS

No line was cut, no whale was freed  
The Captain's mind was not of greed  
And he belonged to the whaleman's creed  
She took that ship in tow (huh!)

CHORUS

For forty days, or even more  
The line went slack, then tight once more  
All boats were lost, there were only four  
But still that whale did go (huh!)

CHORUS

As far as I've heard, the fight's still on  
The line's not cut and the whale's not gone  
The WELLERMAN makes his regular call  
To encourage the Captain, crew, and all

CHORUS x 2



## Last Meeting *photography by Chris Sullivan*



*Editor's Note: Special thanks to Log Keeper Karl Zingheim for providing the following summary of meeting events in the absence of the Newsletter Editor.*



The Guild's August meeting was attended by 18 Members<sup>1</sup> and 1 guest<sup>2</sup>; all Officers except the Newsletter Editor were present. 2 new Members<sup>3</sup> joined the Guild.



The meeting was brought to order by Powder Monkey Karl Zingheim striking four bells at 6:00pm to signal the start of the second dog watch.



Guild Master John Walsh opened the meeting by introducing two new Members: Mike Florio and Phillip Pizzuto, both of whom visited our booth at this Summer's County Fair. Mike is a former Member returning to the Guild.



John then distributed the Community Build kits to those who ordered them. The group build will officially commence next month, with participants gathering at 3pm on the day of the Guild's monthly meeting. Because of email issues between John and some Members of the Guild, John asked that all Community Build participants establish email communications before the first meeting.



First Mate Tom Hairston related that he has some 220 Mini-STAR kits bagged and ready for the insertion of the of building instructions. Additionally, Tom has a list of thirty-one of Dr. Brown's ship plans remaining for any Members interested in having them.



John returned to the ongoing problem of accessing bank funds by new Purser Isaac Wills: new banking regulations are blocking any transfer of authority to Isaac from former Purser Jon Sanford or any alternate co-signer listed on the account. Various work-arounds are being explored, but there is no simple solution in hand. Isaac reported however that the Guild account balance is in the black.



<sup>1</sup> Arroyo, Bienvenue, Dengler, Hairston, Hite, T.Lee, Miller, Nagatani, Scheet, Seaton, Seiler, Sellen, Sullivan, Tamayo, Thompson, Walsh, Wills, Zingheim



<sup>2</sup> Jim Paulson



<sup>3</sup> Florio, Pizzuto

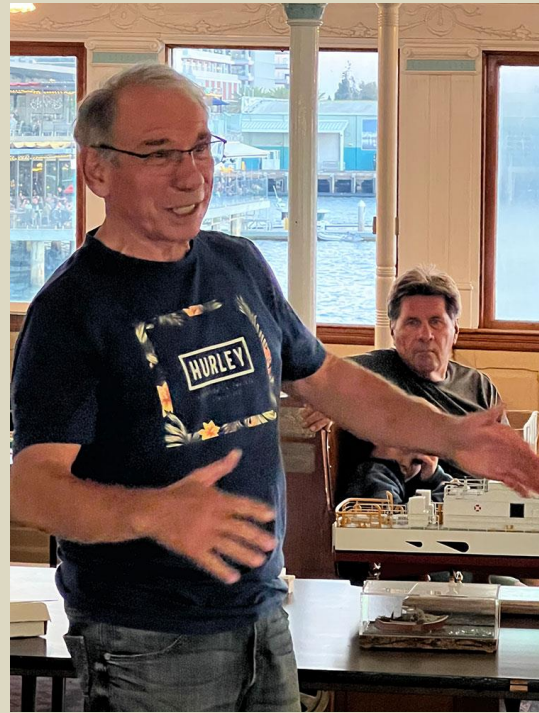


The Guild Master then solicited fresh “Cool Tool” submissions from Members for our regularly appearing feature in upcoming Newsletters. Also (as Webmaster) he announced that the Guild’s Website will be expanding the Build Gallery, so additional photos of completed builds by Members are requested.

Amidst the [string of months on which the Guild’s various anniversaries are observed](#), the Members unanimously agreed to forego the traditional pot luck dinner at the upcoming September meeting. The holiday dinner for the December meeting is still intended, although the date will likely shift due to a scheduling conflict with the MMSD which requires the use of BERKELEY’s upper deck on our normally scheduled date. More information to follow as this firms up.



*Tom Hairston*



*Mike Florio*

John then called a recess whereupon the Members enjoyed the cake and cupcakes provided for the [observation of the Guild’s birthday](#).

Upon reconvening, John shifted the meeting’s business to the models brought for discussion at [Show and Tell](#), after which the Powder Monkey rang out the bell to close out the August meeting.





*Editor's Note: Special thanks to Log Keeper Karl Zingheim for providing the following details of Show and Tell in the absence of the Newsletter Editor.*

- *Mini-STAR by Tom Hairston*
- *scratch build, solid hull*
- *unknown scale, completed*



Tom Hairston kicked off Show and Tell with one of the mini-Star kits he fabricates, this time as detailed as the modest size would allow.

He stopped just short of attempting to install a full set of scale-appropriate running and standing rigging!



Kurtis Sellen brought back his Museum kit of SAN SALVADOR that he worked on at the Fair booth earlier this summer. He resorted to walnut planking and included scale figures.

The sails are paper carefully soaked in coffee to give a weathered canvas look; he is considering more stitching for them to enhance the realism. The ship's chalupa skiff is also made from walnut placed over a form.

- *SAN SALVADOR by Kurtis Sellen*
- *MMSD kit, solid hull, wood*
- *3/32"≈1' 1:135, under construction*



The BERNARD C WEBBER, a stunning build of a US Coast Guard Fast Response Cutter was brought to Show and Tell by Steve Scheet. The kit is primarily styrene plastic construction, with wood members



to support the interior. The three-month build was straightforward using cyanoacrylate (CA) glue.

Steve wanted to try out a styrene kit and

- *BERNARD C WEBBER by Steve Scheet*
- *Dumas kit, plastic, wood, brass*
- *1/4"=1' 1:48, completed*

he found the material very forgiving and easy to work with. The dual remote control (RC) motor installation was somewhat tedious, but he got them aligned with the separate drive shafts. One portion that needed to be replaced were the deck railings which Steve replicated with brass rod. The toughest part was learning how to join them with fine soldering, but his octogenarian father showed him how!

- *JUNE 5TH by Mike Florio*
- *bash build, wood, plastic, photo-etched brass*
- *9/64"≈1' 1:87, completed*

New Member Mike Florio is a “garden railroad” aficionado, but for the Guild he showed his HO scale lobster boat scene.



The “kit” was really just a basic hull form, so Mike built the superstructure and interior (as well as the scale fishermen) from model railroad spares. The lobsters are actually made from built up brass photo-etched forms.



To provide context, he placed the model on a sculpted water base and created a diorama. Mike needs to favor the small scales for space reasons in his home.

Jakob Nagatani displayed his Japanese Mogami-class heavy cruiser SUZUYA. This is one of the Tamiya waterline series kits, which he received as a Christmas gift.

While an older kit, Jakob reported the parts fit was good, though there were sparse details in areas like the lack of blast bags for the main guns, and an incorrect suggestion in the instructions to paint the midships deck gray (Jakob used a wood color instead.) The scout planes were not accurate, and there were no cradles for the ship's boats.

- *SUZUYA by Jakob Nagatani*
- *Tamiya kit, plastic*
- *1/64" ≈ 1' 1:700, completed*

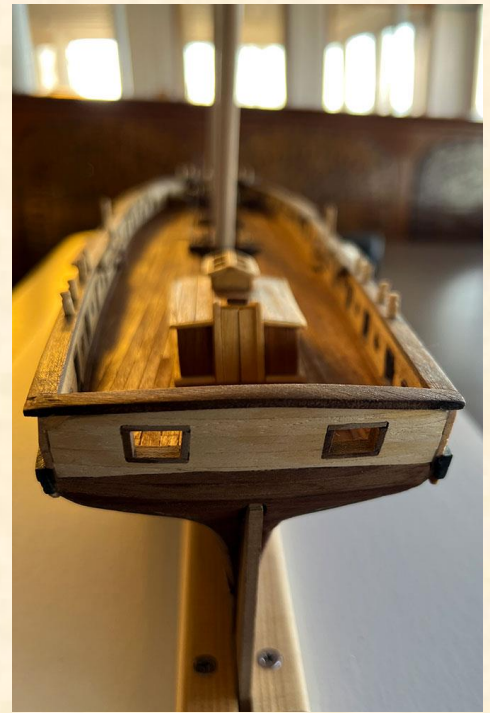


Airbrushing was used extensively for the hull and superstructure, and most of the decks. Jakob noted that he found assembling the complex mast structure challenging, which is not surprising considering the scale.

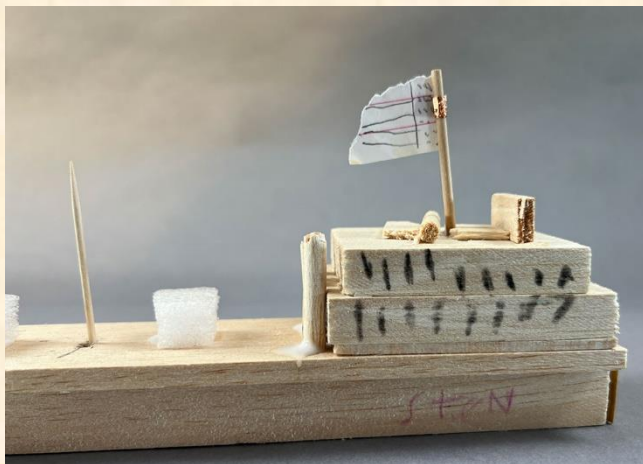
Steve Miller's work on the PRINCE DE NEUFCHATEL exhibits staining applied to the hull as well as much of the deck furniture topside including the mooring bits and installation of five rails. The hull work required yet another patch job, but it went smoothly.

Steve recommends Syren Company's threading, with the understanding that they measure by circumference, not diameter!

- *PRINCE DE NEUFCHATEL* by Steve Miller
- Constructo kit, plank-on-bulkhead, wood
- 13/64" ≈ 1' 1:58, under construction



The detailing of the transom stern has been a challenge because of conflicting references, but Steve will proceed with his addition of gunports.

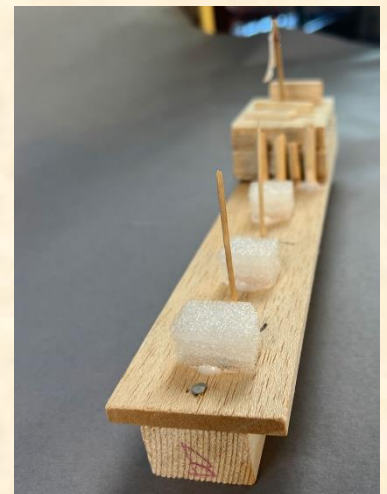


- *MERCHANT SHIP* by Trystan Lee
- scratch build, balsa and toothpicks
- not to scale, under construction

Young Trystan Lee, one of our most prolific and creative Members, repeated his amazing feat of crafting a new ship model while the

meeting progressed!

This month he crafted a modern merchant ship, inspired by images from illustrated ship books. His primary construction materials were block balsa and common toothpicks.



# ⚓ Flotsam and Jetsam

*"Superior, they said, never gives up her dead"*

*Gordon Lightfoot, The Wreck of the Edmund Fitzgerald, 1976*

## **Squared Away** – understanding nautical terms

In model making, the **PLANK-ON-FRAME (POF)** method builds the hull by constructing individual frames that are later planked. This is the method closest to that of actual shipwrights. Alternative to the SOLID HULL and PLANK-ON-BULKHEAD construction methods.



## **Navigating the Website** – [sdshipmodelersguild.org](http://sdshipmodelersguild.org)

Ever get confused by the scale of models being noted in two different ways? How does one express a 1:96 model in scale inches? The [Scale Chart page](#) presents the equivalencies in ratios, and in decimal, inches, and millimeters per foot.

Ratio	Decimal	Inches per foot				Misc	Millimeters per foot
		32nds	16ths	8ths	4ths		
1:128	0.094"	3/32"	.	.	.	.	2.381mm
1:120	0.100"	.	.	.	.	.	2.540mm
1:110	0.109"	.	.	.	.	.	2.771mm
1:101.6	0.118"	.	.	.	.	.	3.000mm
1:100	0.120"	.	.	.	.	.	3.048mm
1:96	0.125"	4/32"	2/16"	1/8"	.	.	3.175mm
1:92	0.130"	.	.	.	.	.	3.313mm

## **Around the Scuttlebutt** – latest Guild news



Community Build IV is under way! Over a dozen Members are part of this shared build, the focus being the NRG's "[Masting and Rigging Project](#)" kit. The group meets aboard the BERKELEY at 3pm the same day of the regularly scheduled monthly Guild meeting; contact Community Build Chairman [John Walsh](#) if interested.

## **On The Horizon**

SEP 3	6pm	Officers Meeting	online
SEP 10	3pm	Community Build Meeting	BERKELEY
SEP 10	6pm	Guild (Anniversary) Meeting	BERKELEY <i>no pot luck</i>
SEP 24	–	Newsletter	Website, email
OCT 1	6pm	Officers Meeting	online
OCT 8	3pm	Community Build Meeting	BERKELEY
OCT 8	6pm	Guild Meeting	BERKELEY
OCT 29	–	Newsletter	Website, email

NOV 5	6pm	Officers Meeting	online
NOV 12	3pm	Community Build Meeting	BERKELEY
NOV 12	6pm	Guild Meeting	BERKELEY
NOV 26	–	Newsletter	Website, email
DEC 3	6pm	Officers Meeting	online
DEC TBA	3pm	Community Build Meeting	BERKELEY
DEC TBA	6pm	Guild (Holiday) Meeting	BERKELEY w/dinner
DEC 31	–	Newsletter	Website, email



*Isaac Wills*



*photos by Guy Lawrie*

*Bear Flag flies atop CALIFORNIAN*



*heading out to sea*



*Tom Hairston and Guy Lawrie*

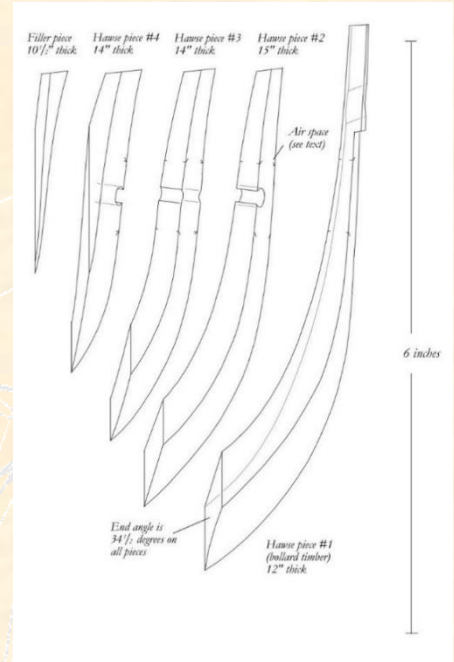


In [Part Two](#) I discussed frame types and cant frames in particular... now we move on to the hawse timbers.

### **Milling Hawse Timbers**

The hawse timbers were next to be produced. They needed an angled foot and some machining on the side to produce an air gap between them. The angle on the foot is the same for each making setups easier. Again, a port and starboard set is required.

As noted on the drawing the three center timbers needed to have an air gap machined on the sides. Because of the unusual and non-parallel sides clamping them is very difficult. To accomplish this I taped them in their relative position and the set them up in the mill and drilled the hawse holes.



*Figure 13 — starboard hawse timbers*

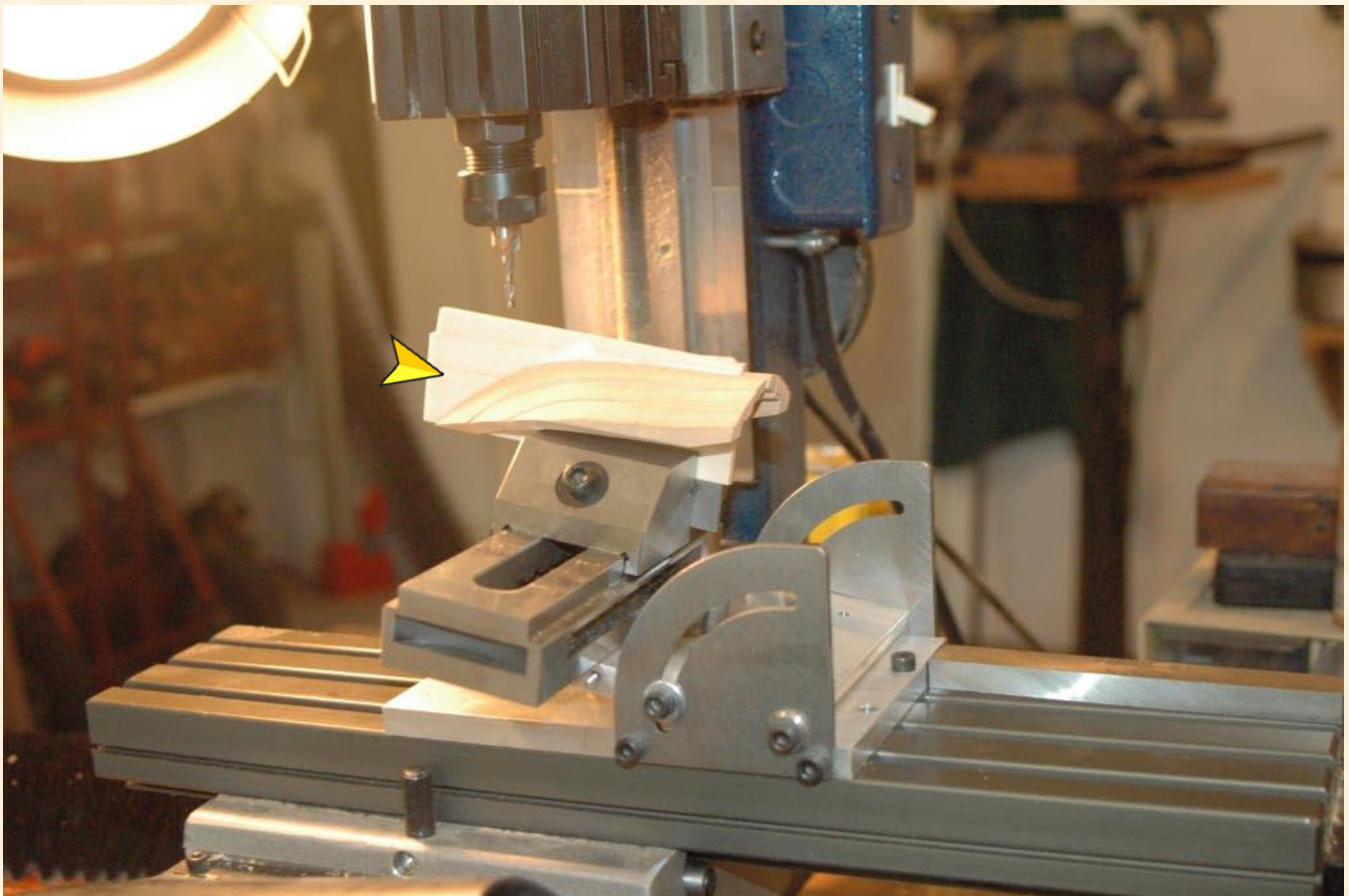


Figure 14 — hawse timbers, port and starboard, mounted to **spacer** ready to drill hawse holes

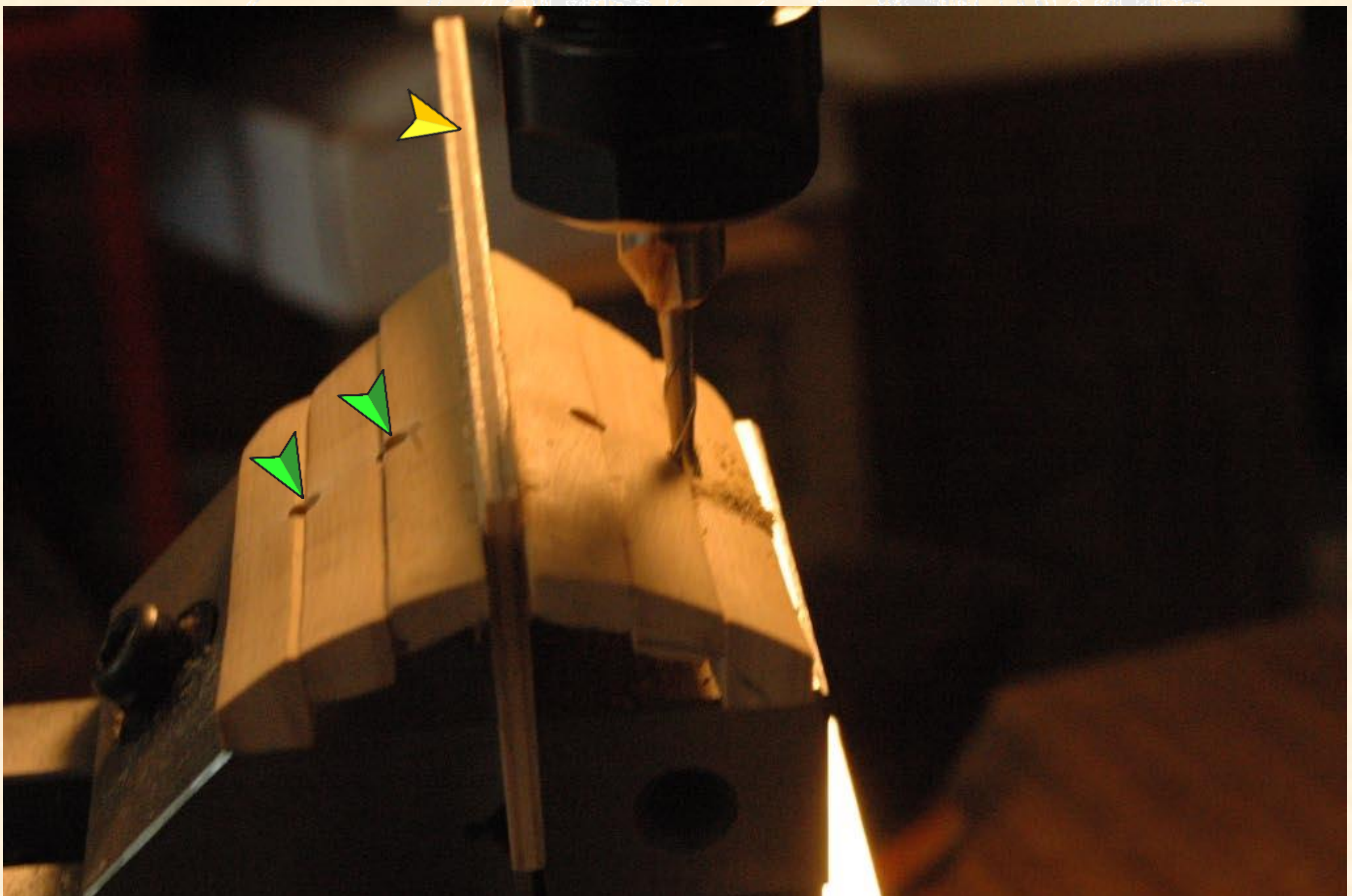
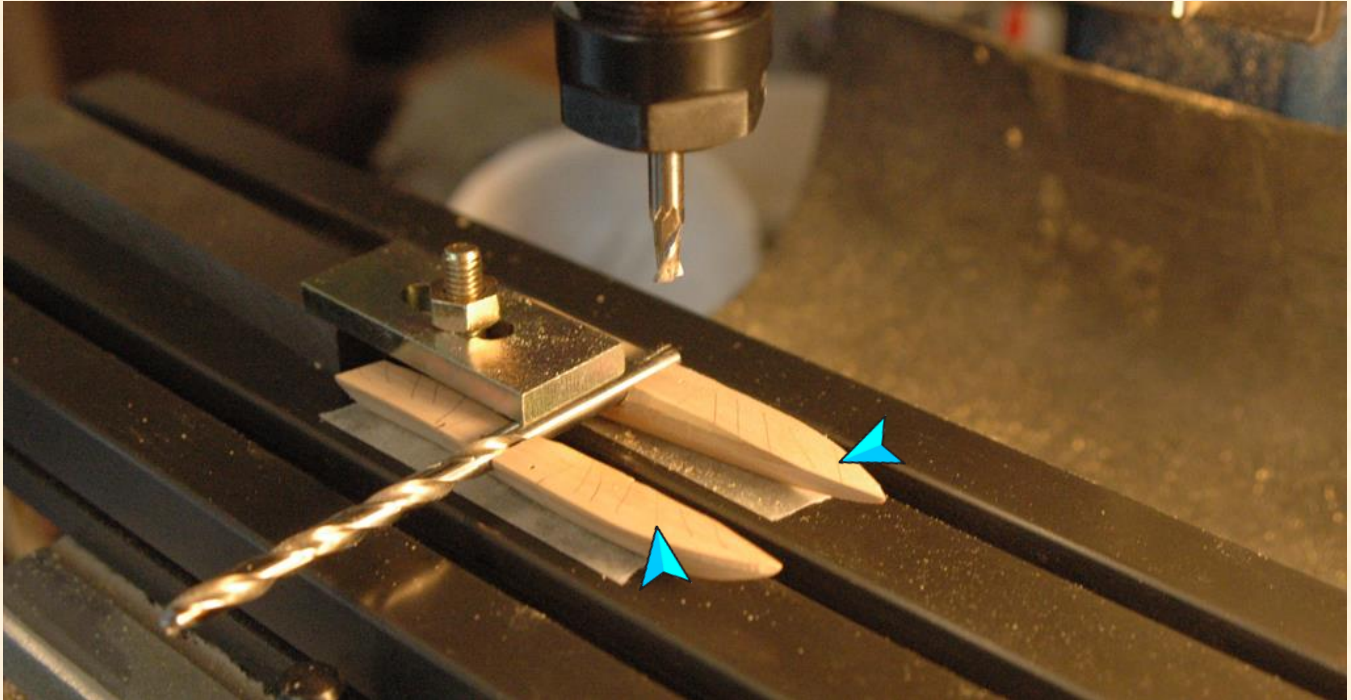


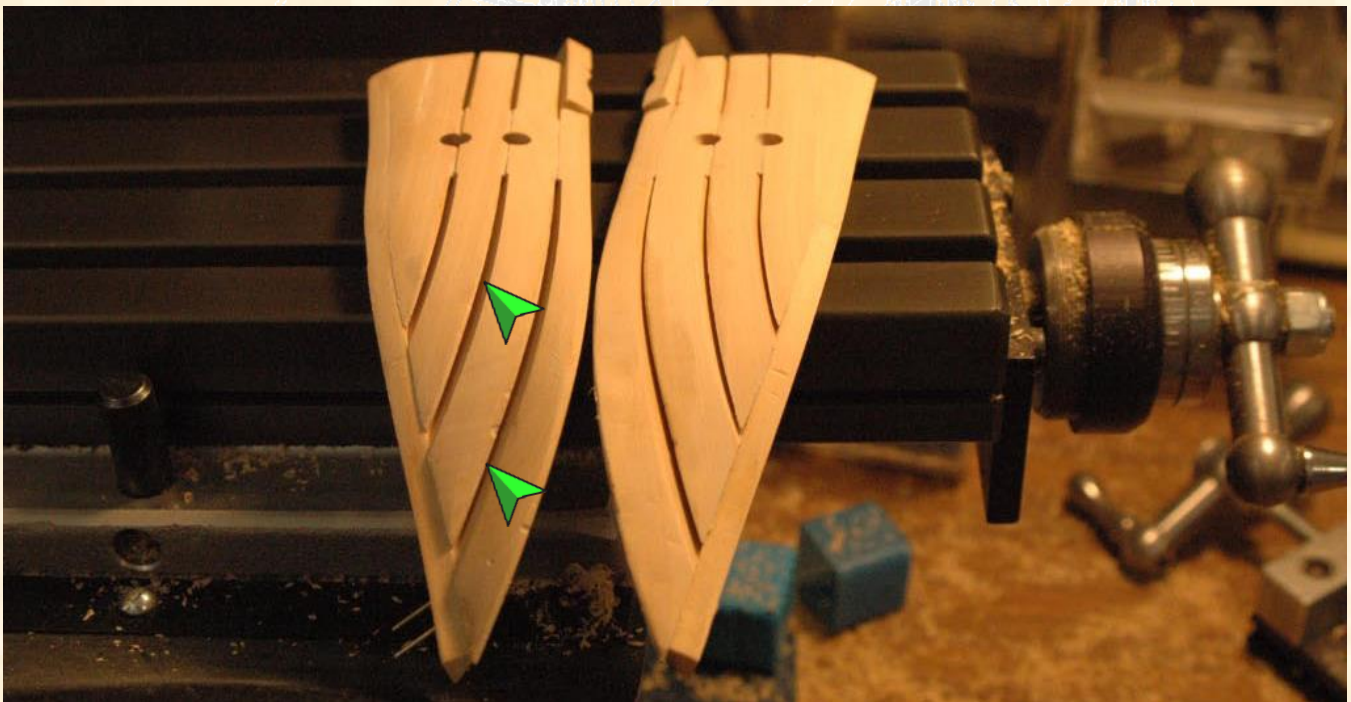
Figure 15 — drilling **hawse holes** either side of the **spacer**



The assembly was taken apart and I was ready to mill the air gap into the hawse timbers by using the hawse holes to clamp and align them on the mill.



*Figure 16 — the hawse holes are used to maintain the timbers in a level position (area to be machined **marked off** and ready to machine)*



*Figure 17 — hawse timbers assembled, showing **air gaps***

***Next time:** I will discuss preparing the keel for the installation of the fore hawse timbers and cant frames, as well as building the bollard timbers.*

In [Log Entry: No. 3](#) I discussed installing the B and Promenade (A) Decks; I continue now with the Boat Deck and its several Deck Houses.

- *TITANIC* by Don Bienvenue
- Trumpeter kit, plastic, wood, photo-etched brass
- 1/16"≈1' 1:200, under construction

### **Boat Deck**

I began this portion of the build by gluing the Boat Deck to the model. Some clamping and weight was necessary to get a good fit (see Figure 1.) As you can see, I improvised when using weights!



*Figure 1 — gluing the Boat Deck*

### **Bridge**

After the deck was installed, I concentrated on working on the Bridge. Wind and water barrier panels were added to the front wall of the Bridge, placed below each window. Along the forward area of the Bridge behind the windows, the engine telegraphs, emergency telegraph, and docking telegraph were installed. These were made up of a combination of turned brass and photo-etched pieces. Directly behind the Navigation Bridge was the Wheel House. I added a binnacle and ship's wheel to this room. These parts were also a combination of turned brass and photo-etch (see Figures 2 and 3.)



Figure 2 — Navigation Bridge details

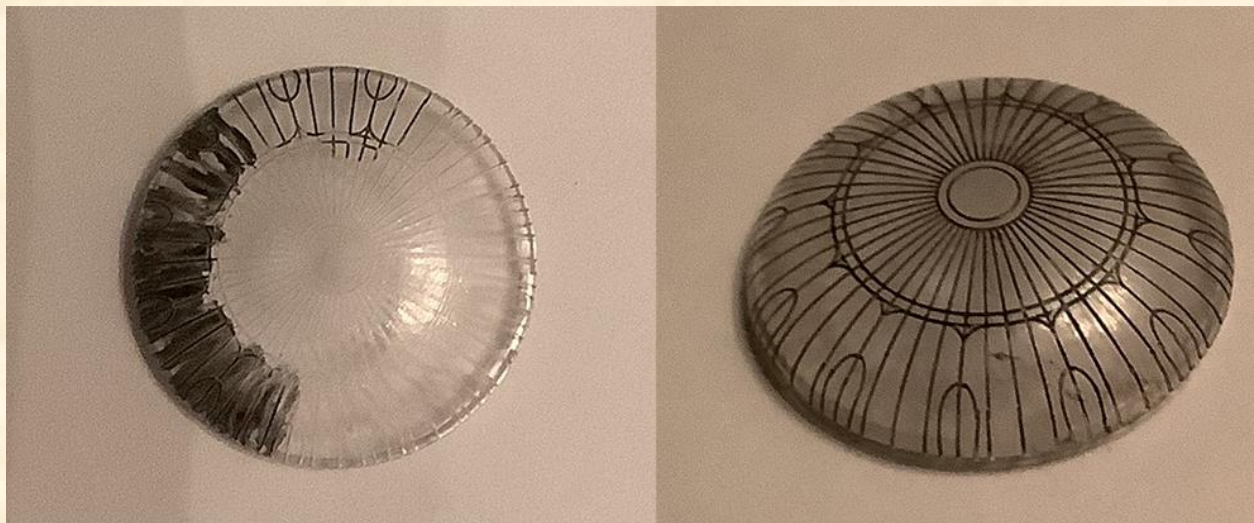


Figure 3 — additional Navigation Bridge and Wing Cab details



### ***Glass Domes over the Main Stairways***

Titanic had ornate domes/skylights over its fore and aft main stairways. The domes were made similar to stained glass windows. To simulate the lead framework between the panes of glass, I added a thin coat of black paint to the clear plastic part. Before it had a chance to dry, I lightly wiped the painted area with a tissue. This removed the paint from the window areas but kept the paint on the raised framework. I learned this technique from The Midwest Model Shop which [demonstrates this on their YouTube channel](#) (see Figure 4.)

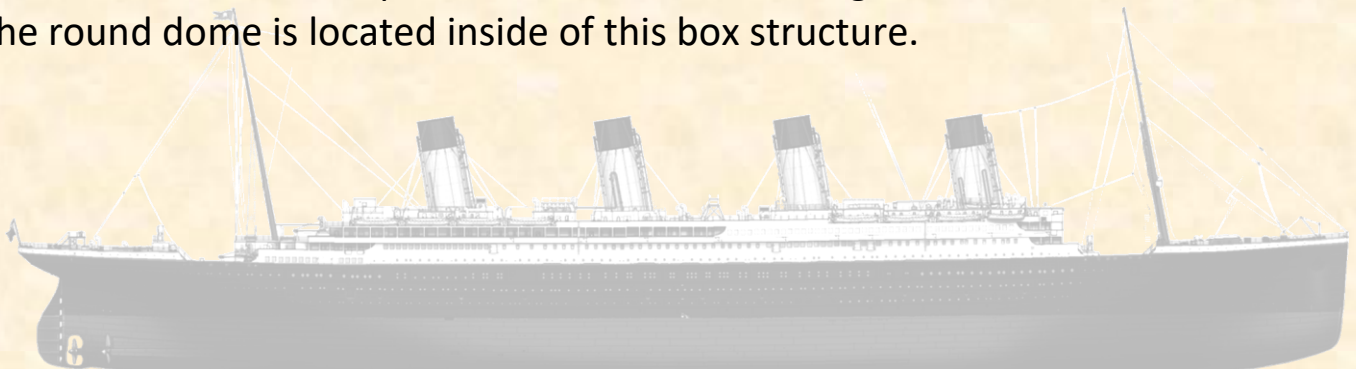


*Figure 4 — Main Stairway Domes, steps 1 and 2*

### ***Officer's Quarters***

The next area was the Officer's Quarters. As shown on Figure 5, the Officer's Quarters also had a wood deck on its roof. The dark gray area near the forward end of the Officer's Quarters is the location of Funnel No. 1. Fore and aft of this area are vents. The vent grilles were supplied as photo-etch pieces. Two photo-etched skylight structures are aft of the vent. Between the skylights is a brass expansion joint.

We then come to the fore main stairway, which has a slightly higher roof than the officer's quarters. The rectangular dome is a photo-etched piece. This dome was used on the TITANIC to protect the round "stained glass" dome I discussed above. The round dome is located inside of this box structure.



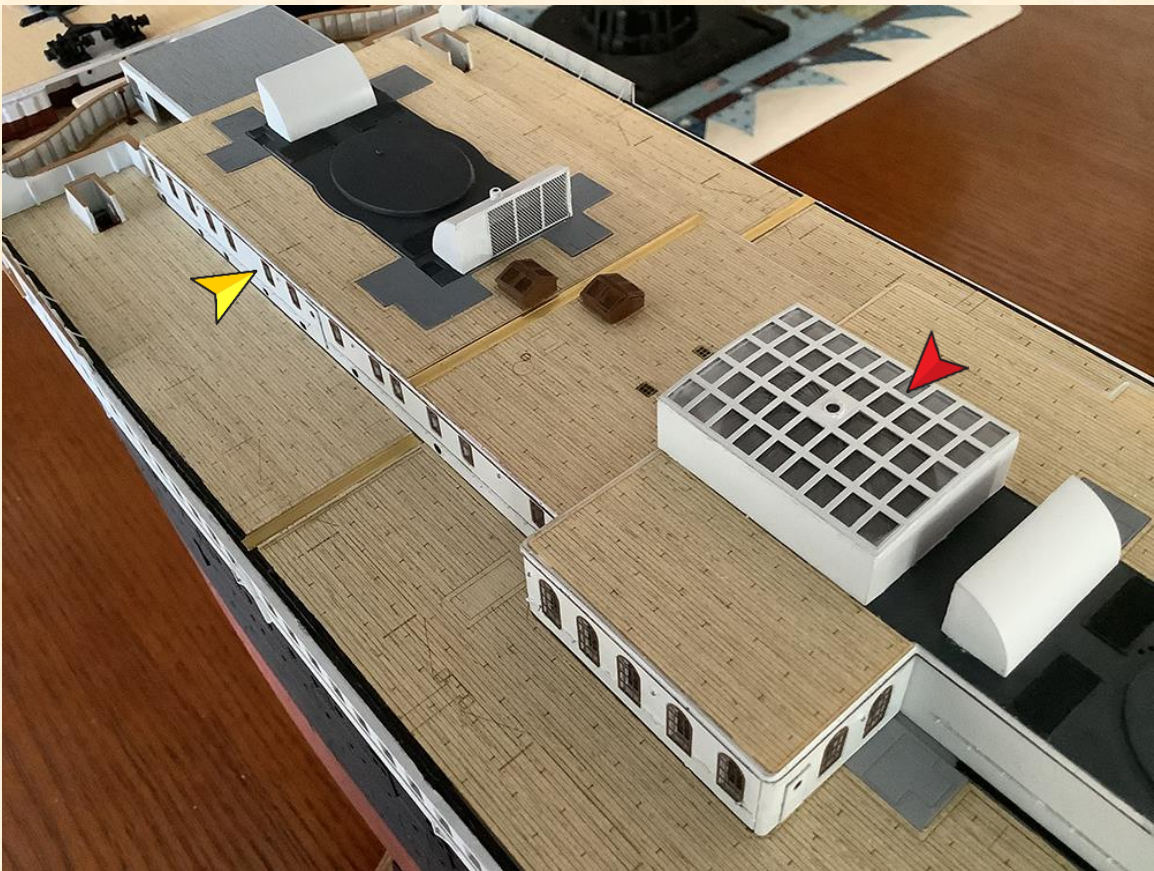


Figure 5 — Officer's Quarters and Fore Main Stairway Dome

### ***Raised Roof over First Class Lounge***

This structure is mainly a wood decked open area with a few vents. The Compass Platform (which I haven't worked on yet) is also located on this deck. The windows you can see on the photo are actually the First Class Lounge upper windows. The lounge was located one deck below with the roof extending through and above the boat deck (see Figure 6.)

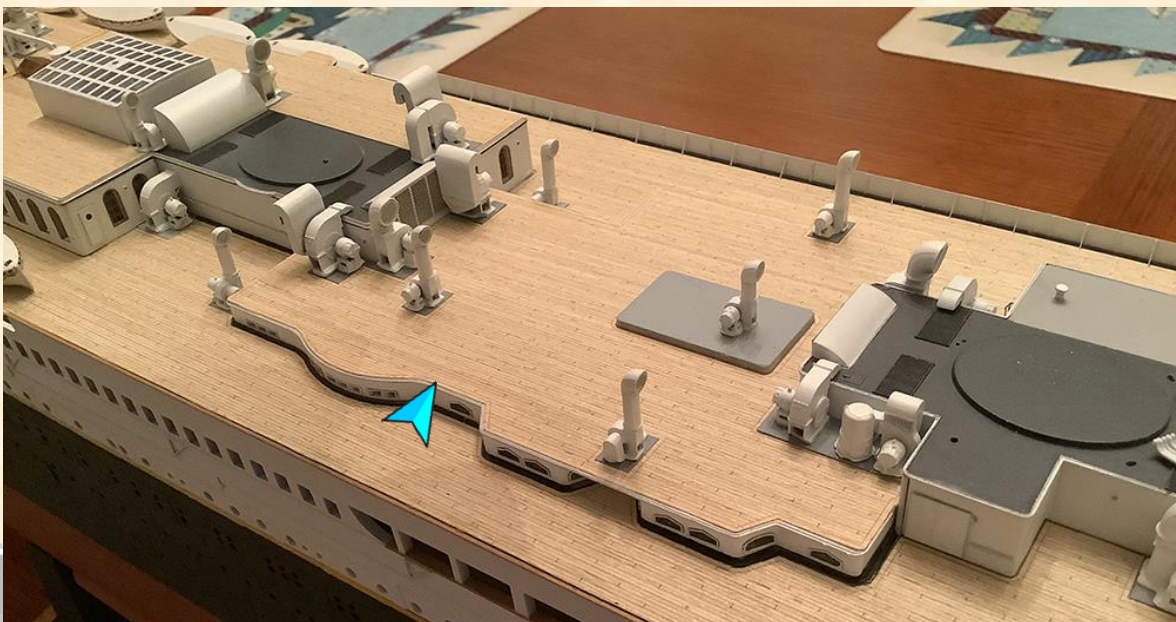
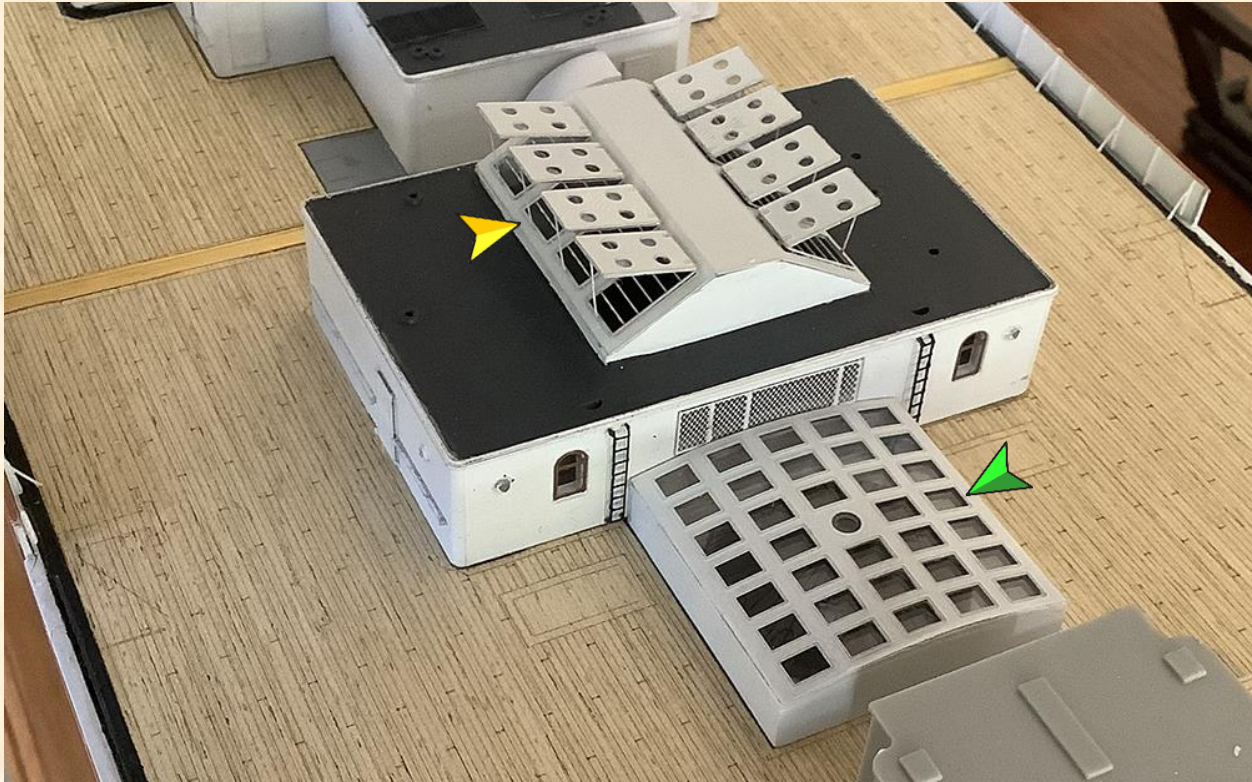


Figure 6 — Raised Roof over First Class Lounge

### ***Engine Room Skylights and Aft Main Stairway Dome***

The tilting skylight windows and frames were all photo-etch parts. I painted the inside of the vent areas black to provide depth. Photo-etched ladders and a vent are on the aft side of the skylight building. Aft of the engine room skylights is the aft main staircase dome. This dome was constructed using the same methods as the fore main stairway dome (see Figure 7.)



**Figure 7 — Engine Room Skylights and Aft Main Stairway Dome**

### ***Funnel No. 4 Deckhouse / Raised Roof over First Class Smoking Room / Second Class Entrance***

The deckhouse for Funnel No. 4 was started (dark gray deck). All of the associated vents were added at this time. The raised roof over the First Class Smoking Room has photo-etched half-windows along the sides. Finally, I placed the Second Class Entrance onto the Boat Deck (see Figure 8.)



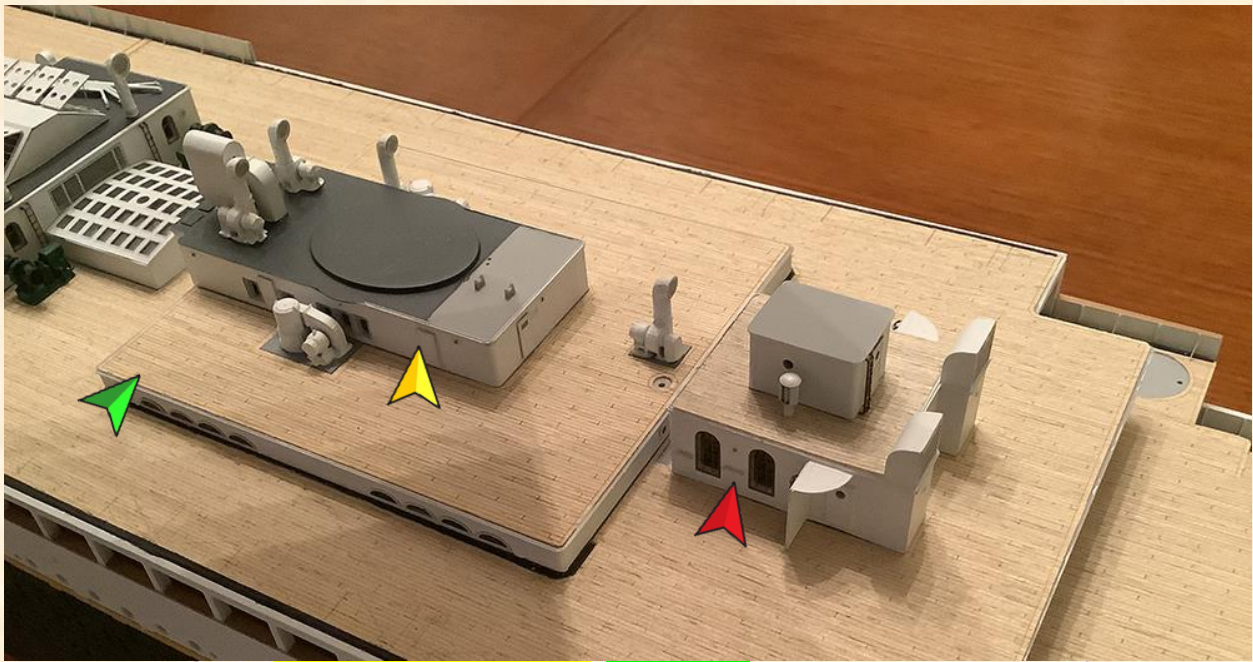


Figure 8 — Funnel No. 4 Deckhouse, raised roof over First Class Smoking Room, and Second Class Entrance

*Next time: I will discuss the construction of the funnels and possibly the lifeboats.*

### **Panic in Del Mar**

All was going smoothly at the San Diego County Fair this past month as day after day the Guild manned the Booth and then, all of a sudden, all hands were (literally) on deck to help Isaac Wills find a ship's grating that he had dropped to the floor.

John Walsh and Art Arroyo joined Isaac on the carpeted floor and began that dance we've all done on so many occasions: crouching, scanning, and holding one's breath as the quarry hid from view from under the cover of the fog of war. Reportedly ~~a full hour passed~~ (wait, what's that, John?) **two hours** passed until our Guild Master finally located the missing grating that apparently *had been clinging to Isaac's forearm all along*.

Emergency over... and the Fair resumed.



*disaster averted*

### ***Guarded straight-edge***



Seems pretty *straightforward*.  
Well, as Karl points out it's used for  
"cutting lengths *without* cutting fingers".

This raises the topic of safety and brings to mind  
the old adage that safety lies in always using the  
"right tool for the job".

Karl's guarded straight-edge certainly qualifies.





*Chris Sullivan*

*San Diego Bay, July 9 2024, 5:38pm*

Thanks to our sponsor, the Maritime Museum of San Diego, the San Diego Ship Modelers Guild is fortunate to call not only San Diego Bay our home, but also the steam ferry BERKELEY, part of the Museum's fleet tied up on San Diego's Embarcadero.





# The Bitter End

## **Mission Statement**



The [San Diego Ship Modelers Guild](#) is dedicated to the preservation and enhancement of the craft of building scale ship models and to providing a forum for the exchange of ideas, information, skills, and techniques.

## **Maritime Museum of San Diego**



The Guild encourages all Members to join and maintain an annual membership in the [Maritime Museum of San Diego](#). As our sponsor, the MMSD provides the Guild space aboard the steam ferry BERKELEY to hold monthly meetings; allows us to work in, store supplies, and maintain the Museum Model Shop; and annually awards Guild entrants ribbons and cash prizes for the Design In Wood competition at the San Diego County Fair.

## **Nautical Research Guild**



The Guild also encourages all Members to join and maintain an annual membership in the [Nautical Research Guild](#). As a chartered Chapter Club, the NRG accords certain benefits, privileges, and protections to our Guild.

## **Piracy in Model Shipcrafting**

Although there is no single, agreed-upon definition of what constitutes "piracy", the use of another's intellectual or physical property without recompense is the basis for any working definition. Unfortunately, this is an issue that affects our craft: be scrupulous and avoid purchasing pirated kits or materials.



## **Our Founders**

The Guild was founded in 1971 by Bob Wright and Russ Merrill in collaboration with Ken Reynard, Captain of the barque STAR OF INDIA.